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HONOLULU MAN TO MAKE FLIGHT

Melvin Vaniman Plans to Cross the Atlantic in Big Dirigible.

One of the aviators attracting attention in the Eastern States is Melvin Vaniman, who was at one time a photographer in Honolulu. He came here about ten years ago and made some pictures which gave Honolulu world-wide publicity. He was the first to obtain a great panorama picture of Honolulu harbor, the city and the mountain background. This was taken from the masthead of a sailing ship moored in Naval Row, near where the present quarantine wharf is located. This picture was sent to hotels all over the world and was practically the first picture to be used for promotion purposes. The New York Times of July 31, has the following concerning Mr. Vaniman's plans:

Prominent among the passengers on the Touraine last week was Melvin Vaniman, the constructor and engineer of the airship America, on which he hopes in three weeks or so to be sailing back to Europe.

Ten years have passed since Mr. Vaniman last saw New York. He was once an actor. Under the name of Melvin, he appeared in "An Enemy to the King," with E. H. Sothern. Now he is Walter Wellman's partner in the America enterprise.

Had things gone right, the America would have been shipped on the Touraine. But the case containing the envelope was too large, and was therefore shipped on the Oceanic.

"I think," said Mr. Vaniman, "we have at least a chance, and a fair chance, of reaching Europe. According to the observations of the United States Weather Bureau, the winds on the Atlantic during August are, as a rule, westerly, with but a few storms, and those parallel to the course we intend to take. The advantage from the wind should be ten to twelve miles an hour, and even if the airship were allowed to drift it should reach Europe in twelve days.

Expects to Cross in Four Days.

"But with the force we can command we should make thirty miles an hour—or even, at intervals, as many as fifty. This should take us across the ocean in four days, or at most six.

"The danger will be infinitely less than that which we encountered in the Arctic regions. We shall be constantly within reach of passing steamers, by wireless, while, even if we have to take to the water, thanks to our lifeboat, which is practically unsinkable, we shall incur no very serious risk.

"One of the troubles which we had to overcome was the non-existence of a sextant, which could be used for taking accurate aerial observations. I think I have now invented an instrument which will serve our purposes.

"With the exception of the Zeppelins, the America is the largest dirigible yet constructed. And it has the advantage of being able to lift probably twice as much net weight as the Zeppelins, though it has only about half their volume. The America, with 10,000 cubic meters of hydrogen, is powerful enough to lift six tons.

Chief Difficulty of Airships.

"The chief difficulty against which airships have to contend is the effect which changes of temperature have upon the lifting power of the gas. To cross the Atlantic the airship should have the smallest possible supply of gas compatible with the lifting power sufficient to carry the necessary fuel, with the crew and equipment, for a journey of 3,000 miles.

Mr. Vaniman does not share the widespread belief that Germany has outdone all competitors in airship construction.

"In Germany," he said, "they have three types which have had considerable success. The rigid system, of which the Zeppelin is the principal type, has not been copied by any non-German country or airship constructor in Europe. The cost is about four times as great as with other systems, and in case of a forced landing, where the airship is not able to find shelter, the complete destruction of the rigid dirigible is practically certain.

Other Types of Airships.

"The non-rigid airship, of which the Parseval is the German type, has not proved itself superior to any other type.

"The semi-rigid type, of which the Gross is the German type, is a copy of the French semi-rigid airship, of which the Lebaudy is the type adopted by the French military engineers. This type has been studied and copied in Russia, Germany and England, but it has not yet been improved.

"The aeroplane is being rapidly perfected because it is in the hands of thousands of capable and trained engineers and inventors, and because the cost of a trial of a new type or some new idea is a bagatelle compared with the cost of a single trial of an airship.

"The America, in which we hope to cross the Atlantic, is of the semi-rigid type, but differs from the French airships in many essential features. It was built to work over ice fields or seas, and not over land, and for distance rather than speed. It was so constructed that it could be easily taken to pieces and transported.

"We copied or adopted ideas from any system and anybody that would aid us in perfecting our airship."

HEWITT WILL RUN FOR SENATE AGAIN

HILO, August 20.—All indications point to the nomination of former Senator Hewitt as the Republican candidate for the senate from West Hawaii. He was defeated, two years ago, by Senator Baker, but will make a harder fight for reelection this year. His former defeat was mainly due to his own apathy. It is stated that he is particularly interested in land and immigration matters, which he will discuss on the stump.

APPLICATIONS ARE STILL POURING IN

Everybody Wants Land, but It Is Not Everybody Who Knows How to Apply.

Land Commissioner Marston Campbell yesterday received as many as sixteen applications from various parties who desire to participate in the drawings for public lands.

It seems that Marston Campbell is the most popular correspondent, as far as the diversified interests are concerned, for in every mail he is receiving applications for opportunities to get land.

Some of the applications are not conforming to the requirements and therefore are not deriving the benefit desired.

But this state of affairs is by no means the fault of the land commissioner and his agents who are doing everything in their power to make matters as plain as possible to all who desire to take up land under the new Organic Act amendments. To all his agents the land commissioner is sending out explicit instructions, and he is also notifying every notary public, throughout the Territory, of the matters having directly to do with the declarations concerning applications for public lands.

Every application that is sent to the commissioner of public lands in the Hawaiian language is answered in both the English and the Hawaiian languages. Applications made in English, of course, are answered in English, there being no necessity for the use of the two languages. The idea is that there must be no mistake in the reply and the land commissioner is particular about having everything so that everybody will understand just what is being done.

There are five land divisions and, at the office of Josh Tucker, in the executive building, there are certain boxes into which are placed applications for homesteads, before they are opened, the opening to take place in November.

In some of the applications the applicant names the number of the lot which he wishes to draw, a method which is entirely unnecessary. The first envelope of the box, in the drawing, will entitle the applicant to first choice of the lots available; but, in addition to being made out correctly, the application must be sworn to before a subagent of the land board or before a notary public.

Here are some of the instructions to applicants: The envelope must be securely sealed and should have the requisite postage placed upon it, and must not bear any mark which will show whose application it is. Before mailing it, the applicant must write in the blank space indicated on the envelope the number of the land division in which he desires a lot. The envelope must not contain more than one application or any other paper than the application; and no person shall present more than one application for the same land division, but he may present one application for each of as many land divisions as he desires. After he has selected a lot in one division, he can not select one in any other division. Before making an application the applicant should carefully consider not only where he desires a lot, but also whether he is qualified to take a homestead.

TALKING NOW OF SUBSTITUTE SITE

(Continued from Page One.)

As to the tax office figures, giving a valuation of about \$40,000 for the Cummins block, one of the property holders asserts that even if this figure were ever correct, it does not form the basis of valuation for the block at the present time, as Castle & Cooke, who are now leasehold tenants of the block, recently made a cash offer of \$125,000 for the property. This, according to this real estate authority, establishes a present valuation for the property which will have to stand in case condemnation proceedings are begun. The Hall corner and property between the two holdings, being the figures up to about \$520,000. It is said that Collector of Customs Staekable, who is custodian of federal building grounds, has approximated the valuation at \$510,000.

Against this valuation of property owners there is available for purchase \$250,000, secured by Delegate Kahio from congress. Whether congress would feel interested in adding another big sum to the already large total required to secure the present site and the proposed site, is a matter of conjecture. Those who have followed congressional procedure in such cases are inclined to the belief that congress will not stand another touch.

The present building site contains 41,799 square feet. The proposed Fort street frontage contains 24,506 square feet, or a total for the block of 66,305 square feet.

A substitute site proposed is the unimproved property of the Claus Spreckels estate, included in the block bounded by Merchant, Alakea, Queen and the proposed new Bishop street extension. This block, exclusive of the old Mutual Telephone Company's block, contains 57,651 square feet, or with the Mutual phone building site, a total of 62,295 square feet. This block is said to be admirably adapted for public building purposes, as being in line of travel, particularly for the lawyers, who use Merchant street largely en route to the Judiciary building. It is close to the waterfront, which would be an advantage to the customs department.

This block has no street cars running past it except on the Alakea street side, the lack of railway tracks being an advantage for a building devoted to the purposes proposed.

It has been suggested that the Spreckels estate would be willing to exchange its property for the Mahuka site, but the Mahuka site is probably of more value than the Spreckels estate.

The Irwin site still appears to many

WHERE TO BUY FOR THE BOYS

School days are hiking along at the rate of one every twenty-four hours. Is your boy, or are your boys, ready to make a good appearance along with their fellows? Let us help you and them. We have the largest assortment of boy's clothing in the city. We are outfitters to more than half the families in the Islands. There are fathers buying clothing here for their sons who used to come with their fathers when a new suit was to be bought. It shows a continuity of trade relations that would not exist if "Satisfaction" in every particular had not been the aim of McInerny's for fifty-five years.

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are celebrated for the high quality of their leathers and workmanship—and for the perfect fit and comfort insured by Regal quarter-sizes. We would like to make you a regular patron of our store and we feel that the surest way of doing so is to supply you with a pair of these Regals—the cleverest low-cuts of the season. You will find that Regal Oxfords retain their smart custom shape throughout long service—because the quality and workmanship are there.

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as the ideal site, and according to one property holder in the Fort street site, many would not have voted for the Mahuka site had they known that the Fort street frontage was eventually to be included in the Mahuka site. Otherwise those men who voted for the original Mahuka site would have voted for the Irwin site.

Still another site proposed is the Allen corner, bounded by Alakea, King and Richards. On this proposed site are the Christian Church building and several residences.

Castilleja School

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